OCMULGEE RIVER BRIDGE
Spanning Ocmulgee River
Hawkinsville
Pulaski County
Georgia

HAER GA-75
GA-75

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240-0001

HISTORIC AMERICAN ENGINEERING RECORD

OCMULGEE RIVER BRIDGE

HAER No. GA-75

LOCATION: Spanning Ocmulgee River, Hawkinsville, Pulaski County, Georgia

SIGNIFICANCE STATEMENT: The bridge provided for a single railroad track to cross the Ocmulgee River at River Mile 135.4 until 1988 when railroad operations were permanently abandoned.

HISTORIAN: Office of the Chief Engineer Bridges & Structures
Norfolk Southern Corporation
99 Spring Street, SW
Atlanta, Georgia 30303
September 27, 1991

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of Construction: 1890
2. Architect/Engineer: The Louisville Bridge and Iron Company designed and fabricated the swing span in 1890 for a live load ("Rolling Load") of two coupled consolidated engines followed by a uniform train load of 3000 pounds per foot. This loading was later equated to the standard Cooper's loading of E-25.0.
3. Alterations and Additions: No events were documented to indicate any deviation or alterations were made to the structure. The light capacity of the span along with the increasingly heavier loads required that only trains at "walking" speeds (4 miles per hour) could pass across the span.

B. Historical Context:

The East Tennessee Virginia and Georgia Railroad (ETV&G) constructed the bridge in 1890. This railroad was subsequently merged into the Southern Railway Company, and the bridge was given the milepost designation 10.1-L. U.S. Corps of Engineers declared on April 14, 1958 that the Ocmulgee River was not navigable above Mile 135.0. Train traffic continued serving the Hawkinsville area until operations were abandoned effective October 28, 1975 (ICC docket No. AB-26; Sub No. 6). Final abandonment of the structure was effective November 5, 1988 (ICC docket No. AB-290; Sub No 18X).

PART II. STRUCTURAL/DESIGN INFORMATION

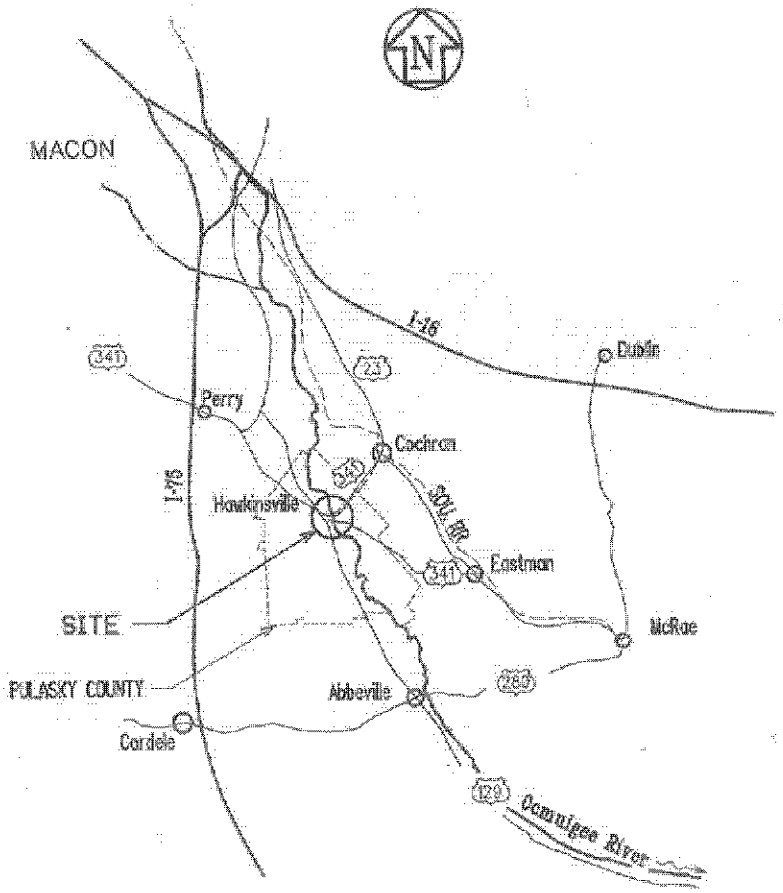
A. General Description:

The crossing consisted of a 1541' timber trestle approach from the east, a 152'-6" thru truss span, and a 182'-8" thru truss swing span.

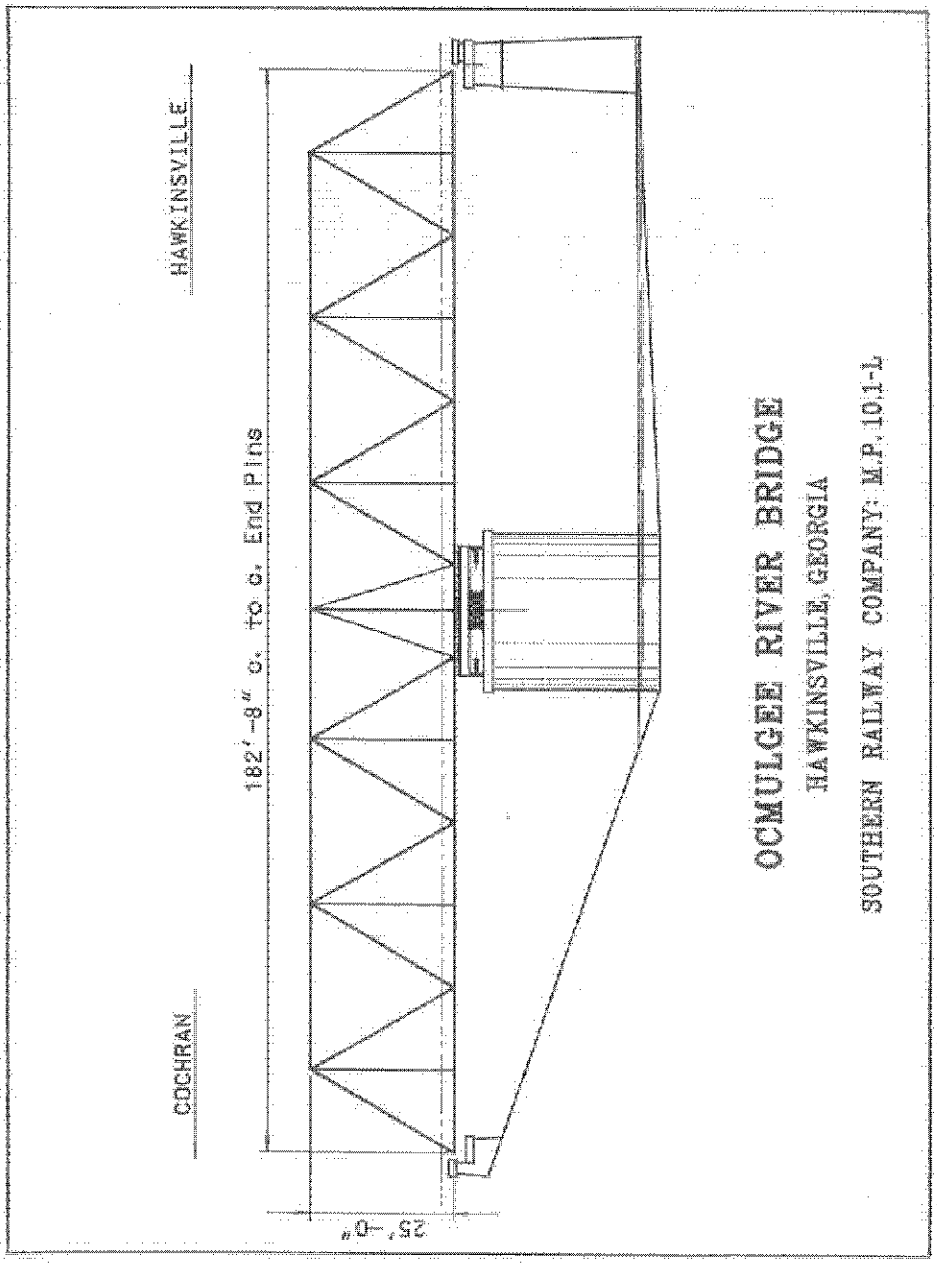
Materials used for the swing span were typical of the time. The lightweight trusses were composed mainly of wrought iron. Mild steel was used in the top chords and in the ring girder. The design provided for the 8"x16"x18' timber ties to bear directly on the bottom chords of the trusses. The ring girder was supported by cast wheels bearing on the rack bearing.

The span rotated on a circular pier to create a clear opening for river traffic. Swinging of the span was done manually. No alterations were found to the mechanical components.

The span was supported at its ends by a masonry abutment and masonry pier. The center pivot pier has a full brick veneer. Footings for the piers were the typical timber mats.



LOCATION PLAN
OCMULGEE RIVER BRIDGE
HAWKINSVILLE, GEORGIA
SOUTHERN RAILWAY COMPANY: M.P. 10.1-L


HAWKINSVILLE
182'-8" c. to c. End Pins
COCHRAN
25'-0"
OCMULGEE RIVER BRIDGE
HAWKINSVILLE, GEORGIA
SOUTHERN RAILWAY COMPANY: M.P. 10.1-L